

# The Hongkong Telegraph.

No. 161.

MONDAY, JULY 31, 1882.

FIVE DOLLARS  
PER QUARTER.

## For Sale.

LANE, CRAWFORD & CO.

HAVE RECEIVED EX LATE ARRIVALS.

ICE CHESTS & ICE CREAM FREEZERS.

POCKET KNIVES, RAZORS & SCISSORS.

BLOCKS, CANVAS, BRUSHES, PAINTS,

OILS, VARNISH AND OTHER

ARTISTS' SUPPLIES.

THE NEW NET UNDERSHIRTS

FOR WEAR IN THE TROPICS FROM

\$5 PER DOZEN.

TEA TASTERS' SCALES AND TIME

GLASSES.

LADIES' BATHING DRESSES.

GENTLEMEN'S BATHING DRESSES.

GENUINE MALTESE CIGARETTES

IN TIN FOIL BUNDLES.

LANE, CRAWFORD & Co.

Hongkong, 19th July, 1882. [299]

## Insurances.

YANGTZE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....£1,420,000.00

PERMANENT RESERVE.....£1,230,000.00

SPECIAL RESERVE FUND.....£1,290,553.95

TOTAL CAPITAL and

Accumulations, 8th

May, 1882.....£1,940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.

J. H. PIERCE, Esq., J. W. MEYER, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all

parts of the World.

Subject to a charge of 12 per cent. for Interest

on Shareholders' Capital, all the PROFITS of the

UNDERWRITING BUSINESS are annually dis-

tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premium paid by them.

RUSSELL & Co.,

Agents. [53]

Hongkong, 13th May, 1882.

THE SOUTH BRITISH FIRE AND

MARINE INSURANCE COMPANY

OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT FIRE AND MARINE RISKS at Current

Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [164]

THE CITY OF LONDON FIRE INSURANCE

COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000

PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [165]

THE Undersigned have been appointed

AGENTS to the NEW YORK BOARD

of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881. [437]

RECORD OF AMERICAN AND FOREIGN

SHIPPING.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [437]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

INTERNATIONAL NOVELTY

COMPANY.

KOOLANGSOO, AMOY, (CHINA.)

(CLOSE TO THE UNION CHAPEL.)

IMPORTERS OF EUROPEAN

AMERICAN NOVELTIES,

CONSISTING OF:

TRAVELLING BAGS, FANCY ARTICLES,

TRAVELLING TRUNKS, LADIES'

WORK BOXES, PENCIL CASES,

WATCHES, JEWELLERY,

CUTLERY, STATIONERY,

ELECTRO-PLATED

GOODS,

&c. &c. &c.

EMILE PFANKUCHEN.

Amoy, 25th July, 1882. [527]

## Auctions.

PUBLIC AUCTION.

THE following Properties will be Sold by the

Undersigned by Public Auction, on

WEDNESDAY,

the 2nd August, 1882, at 3 P.M., on the

Premises,

(IN SIX SEPARATE LOTS.)

1ST LOT.—ONE HOUSE in Queen's Road Cen-

tral, No. 147D, Registered as the RE-

MAINING PORTION OF SECTION G of

MARINE LOT No. 63.

2ND LOT.—One HOUSE in Bonham Strand

No. 417, Registered as SECTION A of

MARINE LOT No. 100.

3RD LOT.—One HOUSE in Queen's Road West,

No. 50, Registered as SUBSECTION No. 1

of SECTION A of INLAND LOT 366.

4TH LOT.—One HOUSE in West Street, Tai-

pingshan, No. 41, Registered as INLAND

LOT 323 (Section.)

5TH LOT.—One HOUSE in West Street, Tai-

pingshan, No. 53, Lot 224 (Section.)

6TH LOT.—Three HOUSES in Square Street,

Tai-pingshan, Nos. 58, 60, and 62, Registered

as INLAND LOT No. 278.

For Further Particulars and Conditions of Sale,

apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 24th July, 1882. [508]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction, on

MONDAY,

the 7th day of August, 1882, at 3 P.M., on the

Premises,

BY ORDER OF A MORTGAGEE.

ALL that PIECE or PARCEL of GROUND

Registered in the Land Office as Section

F, of MARINE LOT No. 6, measuring

on the North and South sides 30 feet and 6 in.

on the East and West 40 feet and 14 inches.

Together with the TWO HOUSES erected

thereon Nos. 5 and 7, in Jervois Street.

For Further Particulars and Conditions of Sale,

apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 28th July, 1882. [526]

PUBLIC AUCTION

OF

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions

to Sell by Public Auction, on

THURSDAY,

the 17th day of August, 1882, at TWO P.M.,

on the Premises.

BY ORDER OF A MORTGAGEE.

ALL that PIECE or PARCEL of GROUND

Registered in the Land Office as INLAND

LOT No. 74, known as the "Canton Bazaar."

Together with the following HOUSES,

erected thereon viz:

8 Houses in Queen's Road East, Nos. 37 to 44.

10 " in Cheung Kong Lane, Nos. 1 to 10.

10 " in Canton Bazaar, Nos. 1 to 10.

10 " in Kai Ming Lane, Nos. 1 to 10.

The above Houses will be sold in separate

Lots of one House in each Lot.

For Further Particulars and Conditions of

Sale, apply to

J. M. GUEDES,

Auctioneer,

or to

BREITON & WOTTON,

Solicitors for the Mortgagees.

Hongkong, 26th July, 1882. [534]

FOR PRIVATE SALE.

MARINE LOT No. 65, containing Four

Substantially Built HOUSES and Four

Large GRANITE GODOWNS in the Praya

East and 17 CHINESE HOUSES in Queen's

Road East. The above Property will be Sold

in one Lot or in 4 separate Lots of one HOUSE

and 1 GODOWN in a Lot, and the 17 HOUSES

in another Lot.

For Price and Particulars, apply to

LEONG LUEN PO,

or to

J. M. GUEDES,

Auctioneer.

Hongkong, 19th July, 1882. [510]

## Intimations.

SAM HING, (STULTZ).

MERCHANT TAILOR AND OUTFITTER,

HAT AND CAP MAKER.

IMPORTER of every description of Gentle-

men's Scarves, Collars, Ties, Socks, Un-

derlinings, Hats, &c. &c. Dealer in Chinese Silks

of all kinds; Bamboo Blinds and Matting.

Special attention given to the Tailoring De-

partment. A perfect fit and best workmanship

guaranteed. Cremones and Chinuses for Dresses in

all the newest patterns.

No. 49, and 51, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1882. [302]

W A H L O O N G,

ESTABLISHED 1865.

GOLD AND SILVER SMITH AND

JEWELLER.

DEALER IN

PONGEE Silk Dresses, Crapes Shawls, Gauzes,

Ivory, and Lacquered Ware, Matting,

&c. &c. Porcelain, Fans, Curios, Bristles,

Human Hair, and specially selected Feathers

always on hand at Moderate Prices, quality

guaranteed.

No. 60, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 2nd June, 1882. [399]

## Intimations.

SAYLE & CO.'S SHOWROOMS.

JUST LANDED DIRECT FROM PARIS.

SAYLE & CO.

ARE SHOWING IN THEIR

MILLINERY DEPARTMENT.

A CASE OF LADIES' PARISIAN TRIMMED HATS.

A CASE OF BOYS AND GIRLS STRAW HATS.

LACE DEPARTMENT.

A LARGE VARIETY OF ALENCON, BRODERIE, VENICE,

SPANISH AND FRENCH LACES.

DRESS DEPARTMENT.

SPECIALITIES IN CREAM DRESS MATERIALS AND NEEDLEWORKS TO MATCH.

NEW SHADES IN SURAT SILKS, BOOTS AND SHOES, PERFUMERY, &c. &c.

A LIBERAL DISCOUNT FOR CASH.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 22nd June, 1882. [79]

ROSE & CO.

31 AND 33, QUEEN'S ROAD.

DRESS GOODS DEPARTMENT.

PLAIN, PRINTED, AND BROCADED SATEENS.

THE New French Satin LISSE in Fancy and Plain to contrast for Costume, exquisite, light,

and Fashionable Material for this Season.

ZEPHYR CLOTHS IN LATEST STYLES OF PATTERN.

These Goods are recommended specially for their extreme lightness and durability

of Colour, for Washing Costumes they are Unequaled.

MILLINERY DEPARTMENT.

WE HAVE JUST OPENED A CHOICE VARIETY OF

LADIES' STRAW HATS, MILLINERY TRIMMINGS, FLOWERS, FEATHERS,

RIBBONS AND THE LATEST NOVELTIES IN FANCY SILKS,

SPECIALY ADAPTED FOR MILLINERY PURPOSES.

LACES AND TRIMMINGS.

BLACK, WHITE, CREAM, BEADED AND OTHER LACES,

IN LARGE VARIETY

BEADED AND JET TRIMMINGS.

SUNSHADES, UMBRELLAS, FANS,

LADIES' GENTLEMEN'S, AND CHILDREN'S HOSIERY,

GENTLEMEN'S SHIRTS, UNDERSHIRTS, COLLARS,

&c. &c.

THE NEW WATERPROOF EVERCLEAN COLLARS AND CUFFS.

TRAVELLING TRUNKS AND GLADSTONE BAGS,

JUST RECEIVED.

GENTS' 2 BUTTON AND LADIES' 2, 4, 6, AND 8 BUTTON PARIS KID GLOVES,

IN TINS OF THREE PAIRS ASSORTED COLOURS.

Our Millinery and Dressmaking Departments are now under the able Management of experienced

Assistants, we are therefore prepared to execute in the most elegant style and at reasonable

rates any orders that may be placed under our care.

A CONSIGNMENT OF MUSIC AND BOOKS.

DISCOUNT FOR CASH PAYMENT

ROSE AND COMPANY,

31 AND 33, QUEEN'S ROAD.

Hongkong, 25th July, 1882. [379]

EÇA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "IRAQUADDY" AND OTHER LATEST ARRIVALS.

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,



## Entimations.

**A. S. WATSON & CO.**  
**HAVE LATELY RECEIVED A SUPPLY**  
 OF THE FOLLOWING  
 viz:  
 SCOTT'S ELECTRIC TOOTH BRUSHES.  
 SCOTT'S ELECTRIC HAIR BRUSHES.  
 SCOTT'S GALVANIC GENERATORS.  
 GLASS STOPPERED GLOVE BOTTLES.  
 TONGA.  
 FELLOW'S COMPOUND SYRUP  
 OR  
 HYPOPHOSPHITES.  
 VALENTIN'S MEAT JUICE.  
 SAVORY AND MOORE'S  
 PEPTONISED MEAT.  
 VASELINE SOAP.  
 ROBARE'S GOLDEN HAIR DYE.  
 NEW PATTERN TOOTH BRUSHES.  
 VIN-SANTE  
 A NON-ALCOHOLIC STIMULANT CONTAINING  
 HYPOPHOSPHITES.  
 A. S. WATSON & Co.  
 GENERAL CHEMISTS  
 AND  
 AERATED WATERS  
 MANUFACTURERS.  
 HONGKONG DISPENSARY,  
 HONGKONG.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.  
 Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.  
 Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.  
 Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 31, 1882.

Justing by the half yearly report of the Hongkong, Canton, and Macao Steamboat Company, Limited, which appeared in our issue of the 28th inst., we consider that the shareholders have substantial reasons for congratulating themselves on the very satisfactory standing at present occupied by the Company. The past half year has been, financially, an unusually successful one, and the present position of the Company may safely be taken to indicate a most prosperous future. After paying running expenses, salaries, premia of insurance, and all other outgoings, the large sum of \$103,097.43, including \$18,068.06 brought forward from the previous half year, remained at credit of Profit and Loss. From this sum the Directors recommended a dividend of 5 per cent. for the half year to be paid to shareholders, thus absorbing \$30,000; that \$5,000 be written off Machinery account, \$15,000 be placed to credit of Depreciation Fund, and that \$2,750 be appropriated as Directors' and Auditors' fees, leaving a balance of \$50,347.43 to be carried forward to new account.

Considering the powerful opposition against which the Steamboat Company has had to contend for years past, it must be admitted that the results which have been achieved, year after year, speak volumes as to the stability of this particular enterprise. That there have been grave and serious errors of management in the past will hardly be denied; and it will also be frankly owned that of late years the Directors have become more alive to the requirements of the times, and the best interests of the shareholders. The insane policy adopted by the Directorate in vainly endeavoring to crush the *Ichang* opposition cost the Company many thousands of dollars, and it was indeed a wise measure, when the attempt to starve out the China S. N. Co. was found to be hopeless, to pocket pride, forget the past, and come to a sensible arrangement. The only pity is that the present existing arrangement, which works satisfactorily for both companies, was not entered into years before; however, there were, no doubt, reasons why the Directors delayed this step until the patience of the shareholders had well-nigh become exhausted.

We have neither time nor space at our disposal at present to enter at length into a history of the Steamboat Company from its commencement up to date; it will serve

our end equally well to briefly allude to recent events, and the Company's future prospects. The new steamer *Honan* will, no doubt, be a valuable acquisition to the Company's fleet, as, according to all accounts, she possesses qualifications admirably adapted for the traffic in which she will be engaged. It must not be forgotten, however, that the introduction into these waters of a steel vessel of the class of the *Honan* is an experiment which may ultimately prove an expensive one. That, of course, remains to be seen; however, a new steamer was urgently required, and although an equally suitable vessel might have been procured at about half the cost of this floating palace, results may ultimately prove the judgment of the Directors to have been well founded. Let us hope so.

When it was first rumoured that the Directors had purchased the *Tai-ai* and *King-chow* at a fabulous price, for the express purpose, according to current report, of quashing opposition, we had our doubts as to the wisdom of the policy. Now, however, that the actual facts of the transaction have become public property, we think that few practical men will doubt the wise discretion displayed by the Directorate in this policy measure. In the first place, the two steamers must be well worth the sum, \$57,500, paid for them; in the second place, a flourishing opposition has been extinguished, thus materially adding to the Company's gross earnings; and in the third place, the possession of these additional vessels will enable the Company—so long as the present *Ichang* agreement remains in force—to practically prevent any further opposition being established either on the Canton River, or the Macao route,—at least until the introduction of very much faster vessels than we have yet seen in the Far East. The absolute necessity for having one or two steamers in reserve to meet emergencies must be apparent. We think that the Steamboat Company must be considered a favorite of fortune by its immunity from serious accidents during late years; but it would be unwise to depend on this long run of good luck continuing. Therefore, all things considered, the purchase of Messrs. Kwok Acheong & Son's two steamers by the Directors of the Steamboat Company should meet the unqualified approval of the shareholders.

We observe that after the arrival of the *Honan* it is intended to lay up the *White Cloud*, in order that she may receive new boilers and undergo a general overhaul. This will be pleasing news to those interested in the traffic between Macao and this port. The *White Cloud* badly requires new boilers, as her fame for great speed has sadly waned since those halcyon days when Captain Sannes proudly designated his smart little craft "the pride of the Pearl River." With new boilers the *White Cloud* may be expected to run 15 knots, which will bring the Holy City within reasonable distance of Hongkong. We presume that the *Kiung-chow*, which with the *Powan* will also require overhauling, will take the place of the *White Cloud* on the Hongkong-Macao route! Might we suggest to the Directors of the Steamboat Company that their vast influence properly applied might work wonders with the Macao Government, in having the Macao Harbor properly dredged? The interests of the Company would warrant the Directors in using all their influence to get what is practically a blockade of the port removed.

It is to be hoped that the Steamboat Company will not be induced by any mistaken notions about large traffic receipts to invite outside opposition. At the present scale of charges, which is a sufficiently well paying one to the Company, no outside opposition could be organized with any fair prospects of success. The Chinese fare to, or from Canton is only 40 cents, and to Macao 50 cents, Europeans paying three dollars for either trip. The fare for Chinese between Canton and Macao is only 40 cents, and as there appears to us to be no possibility of increasing the present traffic, we really are unable to see how the steamers at present plying on this route can hope to pay their expenses. It will, however, be polite not to increase the above rates. The China Merchants Company has been threatening for a long time past to run in direct opposition to the Steamboat Company both on the Canton River, and between here and Macao. Under present existing circumstances they will be discreet enough not to attempt anything of the kind. There is no room for a paying opposition; and it will be the fault of the Directors of the Steamboat Company if they ever make an opening. The game is in their own hands, and if skillfully played they will command the traffic of the river unchallenged.

"THAMES-STREET INDUSTRIES," by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London. [ADVT.]

## TELEGRAMS.

## EGYPTIAN AFFAIRS.

LONDON, July 29th.  
 The Secretary of State for Foreign Affairs, in reply to a question, said that informal communications are being exchanged with Arabi.  
 The House of Commons has agreed to the vote of credit.

## LOCAL AND GENERAL.

The meeting of shareholders in the China Traders' Insurance Company this afternoon, was held too late for our to-day's issue. We shall have the pleasure of publishing the proceedings to-morrow.

The steamship *Catterthun* came out of the Cosmopolitan Dock to-day, and the *K'owunging* out of Kowloon, the *Welle* taking the place of the last named. The steamer *Euphrates* went round to Aberdeen Dock this forenoon.

It is reported, says the *Japan Herald*, that the Sultan of Zanzibar has purchased the P. & O. S. N. Co.'s steamship *Malacca*, so long and favorably known on this coast. The price has not transpired, but it is said to be a high one.

In a cricket match played at Chatham on June 22nd between the Gentlemen of Yorkshire and Royal Engineers, the former, who scored 233 to the 95 and 38 of the Sappers, won by an innings and 109 runs. The highest scorer for the losers was our old local crick, Lieut. L. B. Friend.

A LETTER from Mr. A. J. Cameron, Her Majesty's Consul at Batavia, announcing that the authorities there have declared that cholera is no longer epidemic at that port, appears in the Government Gazette. Mr. Cameron adds, however, that as occasional sporadic cases of the disease still occur, the fact is mentioned on bills of lading granted by the authorities.

NOTICE is given in Saturday's Gazette that applications for refund of Police and other Rates are to be made in accordance with the provisions of Ordinance 12 of 1875, Section 32, to the Supreme Court, Summary Jurisdiction. When such applications, instead of being made to the Supreme Court as prescribed by law, are addressed to the Administrator, they will, as a rule, not be granted except subject to a reduction of 5 per cent.

A CORRESPONDENT writes to the *Overland Mail* to state that he left the mouth of the Yang Tze-Kiang, 42 miles below Shanghai, at 3.30 a.m. on May 23, in the *Stirling Castle*, the latest addition to the Castle Line of Messrs. T. Skinner and Co. He came through from Suez with the mails, which left on the evening of his arrival, and reached Charing Cross, at 6.30 p.m. on June 18, thus completing his journey, including all stoppages, in 26 days 15 hours.

A JUVENILE Chinese offender who had been sentenced by the Magistrate on Friday last to 24 hours confinement and twelve strokes across the breech, received the latter part of his punishment on Saturday morning. We should imagine from the furious howling set up by the youthful offender—his cries penetrated even into the *free* editorial sanctum—that the flogging was rather a severe one, and we trust it may prove effective in keeping the young rascal in the straight path for the future.

A CORRESPONDENT writes to a London contemporary from Rome that Mario has quite recovered from his bronchitis and still looks very handsome with his white hair and beard, rosy complexion, and piercing dark eyes. Nothing could exceed the kindness of Lady Paget, and, indeed, of all his English friends, during his illness. He has now taken up again his favourite pastime of carpentering, and showed my friend, with intense glee, the mutilated remains of a splendid gilt table of great value which he had been sawing into very ill-made brackets!

SNAKES appear to be more numerous than usual this summer, reports of a goodly number which have been killed at various places throughout the colony having reached us during the past few weeks. On Saturday night while Mr. Alder, the assistant master at the Diocesan Home, was escorting a number of pupils to the promenade concert in the Public Gardens, he came across a large snake coiled up in the middle of the road, about a hundred yards to the eastward of Baxter House. Mr. Alder succeeded in killing the reptile, which measured nearly two yards in length, by a few blows with his walking stick.

MR. JOSE DA SILVA LOUREIRO, Consul General for Portugal, who earned for himself such an unenviable notoriety in the witness box at the Police Court the other day by gratuitously insulting the Portuguese community, and making himself conspicuously and generally offensive and ridiculous, for which offence he was expelled from the Club Lusitano, has apparently gained but little wisdom from his past experiences. Mr. Loureiro's letter in *O Macanense*—a letter in every way worthy of the character and ability of the person who wrote it—affords another proof of what an accomplished, distinguished and well-bred individual our Portuguese friends are blessed with in the person of their Consul. Mr. Loureiro's letter may, and probably will, only excite contempt and derision among the Macanenses; but as the *protégé* of the notorious Guimaraes has chosen to make a lying and slanderous attack on this journal, we shall give him all the publicity he desires. As we are not quite so well acquainted with the language of Camoens as the Portuguese Consul General, it will take us an hour or two to carefully translate this eminent official's letter to *O Macanense*, and then we shall specially devote a little time for the purpose of showing the communities of Hongkong and Macao to what contemptible expedients Mr. Loureiro has descended in vainly endeavoring to justify his past outrageous conduct in the eyes of his fellow countrymen resident in the neighbourhood; and in defending ourselves from charges which no person in the colony—Mr. Jose da Silva Loureiro always excepted—would ever have dreamt of making against the Hongkong Telegraph.

For attempting to pass a counterfeit 20-cent piece, a Chinaman was sent this morning by Mr. Wodehouse to six weeks' hard labor. At the Station, the man was seen by Chinese police constable 211 to swallow two 10-cent pieces, spurious also, no doubt. The shroff at the Magistracy said the coin was copper washed in silver.

THE celebrated Turkish acrobat "The Iron Boy" gave a performance at the Garrison Theatre on Saturday evening last, to a very meagre audience. The tricks were received with much applause and were well worth seeing. It is a pity such a talented artist did not meet with better support, a result which was doubtless due to the very warm weather.

THE following notice, signed by Capt. H. G. Thomson, Harbour Master, appears in the *Gazette*.—With the kind permission of Vice-Admiral G. O. Willes, C.B., and Commodore Cumming, on and after Tuesday, the 1st proximo, a Red Ball will be dropped from the main topmast head of H.M.S. *Victor Emmanuel* daily, Sundays excepted, at one o'clock mean time at Hongkong, which is in Longitude 114d. 10m. 02s. East. Equal in time to 7h. 36m. 40s. The ball will be hoisted to the level of the Main Cap at five minutes before one, and hoisted to the topmast-head at three minutes to one. If any error has been made, the ball will at once be hoisted to the level of the Main Cap. At five minutes after one it will be hoisted to the topmast-head, and dropped at ten minutes after one.

THE "Buffs" had a Parade this morning at which the General attended. Addressing the men, H.E. Major General Sargent informed them that England had to go alone into the Egyptian difficulty, and called on them for individual volunteers for service in Egypt. The "Grand Old Buffs" responded to a man, the whole of the regiment signifying their willingness to go upon active service. His Excellency then informed the regiment that their readiness to act in the field for Queen and country had his entire approbation, and he hoped to accompany them. The idea of going into the field under the command of their old Colonel was received with enthusiasm by the "Buffs," and we doubt not, if it comes to the worst, this fine old regiment, the victors in many a hard fought field, will be equal to the occasion and give a good account of itself.

WILLIAM SULLIVAN, 21, of Ireland, and Henry Day, 25, of England, privates in the Buffs, were charged before Captain Thomson this morning with stealing a silver watch, valued at £7 10s., the property of Color Sergeant Stackpole of the same regiment. The watch was stolen from the Color Sergeant's room, while he was absent from it, on the evening of the 28th, and in consequence of something he heard from private J. Smith, he made enquiries and learned that the defendants had sold the watch at the Hong-hing-wo watchmaker's shop, No. 172, Queen's Road Central, for \$71. Accompanied by Police Sergeant Quincey, Color Sergeant Stackpole went to the shop, where the shopman, after some hesitation, admitted having bought a watch from a soldier, and gave up the time-piece to the police. The shopman asked Sullivan for a receipt, who wrote on a piece of paper a name not his own, and he picked out Sullivan and Day from among several other soldiers at the Central Station.—Private Dovey of the Buffs, according to the evidence, saw Day standing outside, and Sullivan in the Color Sergeant's room on the evening of the 28th. He asked Day what they were doing, who replied that Sullivan had gone into the room to see what he could get. At 9 p.m. Day called to him at the gate and asked him if he would like a drink. He went to the defendants' room at 10.30 p.m., after lights were out, when Day gave him half a tumbler of rum, which he drank. Sullivan said they had the Color Sergeant's watch and had sold it for \$71. Day said Sullivan took the watch from the Color Sergeant's room and sold it. Next day he (Dovey) had two or three glasses of liquor with them, and got confined for being drunk. Defendants being the worse for liquor, he (Dovey) took no notice of what they said about the watch.—In answer to Sullivan, Dovey said he did not tell him (Sullivan) on the evening of the 28th that he (Dovey) had been in the Color Sergeant's room, and had taken his watch, nor did Sullivan give him a dollar as part of the proceeds, nor did he go to him (Sullivan) on the 29th and ask him, if he had any more money left.—Sullivan's defence was, that private Dovey gave him the watch to sell on the evening of the 28th, and he sold it.—Day said in his defence that Sullivan asked him to go into town that evening, saying he had some money, and when they had got part of the way Sullivan pulled out the watch, and said private Dovey had given it to him to sell, but would not say where Dovey had got it. He accompanied Sullivan into the shop where the watch was sold. They took two bottles of rum back to barracks, and after lights were out, private Dovey went to their room and had a share of it, and next day some more.—Lieutenant Holme, who attended on behalf of the regiment, gave Dovey (one of the witnesses) and Sullivan a fair character, and Day a bad character. Captain Thomson told Sullivan he had aggravated his offence by the nature of the receipt he gave the watchmaker. (The name on the paper was partly composed of an obscene term.) His (Sullivan's) character was given as fair, but he was the principal in the case. The crime was a serious one, particularly in a regiment, and the punishment must be severe. Day's character was given as bad. He would sentence both to four months' hard labour each.—The watch was given up to Color Sergeant Stackpole, and the shopman told that he should be more careful in purchasing valuable articles from soldiers.—Seeing he bought a watch worth about \$40 for \$71, we think he ought to consider himself lucky in getting off with the loss of the latter amount. There is an old legal maxim, we believe, to the effect that the receiver is worse than the thief.

It is notified in the *Gazette*, that Monday next, August 7th, being a Bank Holiday, will be observed as a holiday by the Government departments.

COPIES of two letters from H.R.H. the Prince of Wales, together with reports of the proceedings which have recently taken place in England in connection with the proposed establishment of a Royal College of Music, are published in the last issue of the Government *Gazette* by request of the Earl of Kimberley.

A SENTENCE of six months' hard labor was passed this morning by Mr. Wodehouse on the Chinaman who, on the night of the 24th instant, effected an entrance into the house of a woman living in Sai-ying-poon, by operating on the bolt of the trap-door with some sharp instrument, and stole clothing and jewellery valued at \$12.40.

THE band of the "Buffs" gave another moonlight promenade concert in the Botanic Gardens on Saturday night. The evening was beautiful and enticed a large number to listen to an excellent programme, performed under the leadership of Bandmaster Quinn. Some little time since we believe a movement was started for the purpose of obtaining funds for supplying the bandmen with light refreshment at these concerts, but we learn that little or nothing has been done in the matter. It would not require a large amount to provide this very necessary refreshment, and we are certain that if the movement were properly worked it would meet with a deal of support. Are there none amongst those who regularly enjoy these concerts energetic enough to take proper steps to see this grievance set right?

## HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders was held at the office of the Company, No. 52, Queen's Road, this afternoon. There were present—The Hon. E. R. Bellios (Chairman), Messrs. A. McIver, W. Reiners, and Hon. F. B. Johnson (Directors), and Messrs. H. Foss, T. Arnold, W. Morgan, J. F. da Rosa, J. C. dos Remedios, J. B. Gomes Jr., A. B. Polishwalla, H. Ismail, A. F. Vaucher, T. J. Collacoe, B. Goldsmith, F. Henderson, J. C. Cox and P. A. da Costa (Secretary).

The notice of the meeting having been read by the Secretary,

The Chairman said the report and accounts for the past half year were now on the table. He was happy to meet them to-day with documents shewing better results than were expected when they last met. A large sum had been carried to working account, and almost the whole of it would be spent during the current half year. New boilers had been ordered for the *White Cloud*, and, coupled with other repairs to the hull, the amount required to be spent on that vessel was estimated at from 28 to 30,000 dollars. A new steam winch, anchors and chains were coming out for the *Powan*. These, in addition to repairs to her boilers and doubling of her steel plates, would entail an expense of \$14,000 on the steamer. It was the first time since the steamers were built that so heavy outlays were incurred on repairs. They should render the *White Cloud* good for ten years, and the *Powan* for an indefinite period as regarded her hull, and for seven years as regarded her boilers. The *Kiung-chow* had been lately surveyed in dock, the hull being found perfectly sound. Her boilers could be improved at a cost of \$4,000. The aggregate of these figures would appear a formidable sum; but since 1879 he was happy to mention they had spent on repairs only \$18,000, a sum very small indeed considering they had kept the fleet in good working order, and performed the services satisfactory to the public. Strictly speaking, the items mentioned should be taken out of the expenses of the past half year, but it was deemed expedient to write them off the current half year. The fleet would be then in good order. They had purchased the *Kiung-chow* and *Yot-ai*. The Directors were averse to buying up opposition steamers, but in this instance they had laid out \$37,500, not only to quash opposition, but to complete the services by having another boat on the night line between Hongkong and Canton. The passage money and freights of the *Kiung-chow* were just sufficient at present to cover running expenses and leave a small profit. They intended replacing the *Spark* on the Canton and Macao line by the *Yot-ai* as a more suitable boat for the service. From advices received, the *Honan* had proved a great success, and the agents had written to say she would take the "thine" out of every river steamer in this part of the world. They (the Directors) only hoped she would be seen in the harbour ere long.

No questions being put, the Chairman proposed the adoption of the report and accounts, which was seconded by Mr. Arnold and carried unanimously.

Mr. Reiners proposed the re-election of the retiring directors,—The Hon. E. R. Bellios and Mr. A. McIver, which was seconded by Mr. da Rosa and carried unanimously.

The re-election of the retiring auditors, Messrs. L. Hauschild and T. Arnold, was proposed by the Hon. F. B. Johnson, seconded by Mr. W. Morgan, and carried unanimously.

The Chairman then said that as all the business, and he begged to thank the shareholders present for their attendance. The dividends would be payable to-morrow.

A vote of thanks to the Chairman, Directors, and Secretary for their good management of the Company's business during the past six months, proposed by Mr. J. B. Gomes Jr. and carried by acclamation, terminated the proceedings.

"Tell your mistress that I've torn the curtain," said a lodger to a female domestic. "Very well, sir; mistress will put it in the bill as extra rent." "The mill will never grind with the water that is past," may be, but the hand-organ grinds right along with the airs that are past a couple of hundred years.

## FOOCHOW.

Our attention has been directed to a Chinese document, which has been recently posted about the Foreign settlement, relating to the old grievance of the purchase of land by foreigners from the natives.

We understand that a temporary Telegraph Station has been opened on Tsing-Sau—a small island about six miles distant from Amoy. There is a light-house on the island. The breakage in the cable is inside this island.

We observe that Signor Chiarini's Circus, which has recently given such satisfaction to the Hongkong and Shanghai communities, is to visit Foochow next week. We hope that the Signor may have more propitious weather than he has recently experienced in Shanghai. The site selected for the Hippodrome is on a piece of open ground close to the Customs Road. We have little doubt about Signor Chiarini receiving large patronage from the natives, to whom the novelty will undoubtedly be most appreciable.

The thunderstorm, which gassed over Foochow about noon on Friday last, occasioned some damage. The building in course of erection opposite the Missionary residences was struck by the lightning in two places, the semi-erected structure being streaked from its top to the ground. One of Messrs. Hedge & Co.'s cargo boats, which was lying off Messrs. Gitting & Co.'s godowns, was struck amidsthips, the electric fluid passing through the bottom of the vessel. Fortunately the latter was not laden at the time, and the damage therefore was not very considerable. We also learn that the United States Consulate was struck by the lightning, but no damage of any consequence was sustained. We do not hear of any lives being sacrificed during the storm in Foochow, but a boy of nine years of age was struck dead at the Anchorage.

Our Chinese Correspondent at the Anchorage sends us news of the assault on Friday last which terminated fatally. Our very literal translation must be taken *cum grano*, and for the more authentic account of the affair we refer our readers to the *Herald's* leader. The Chinese version is that, at about nine o'clock in the evening, a Mandarin, who it seems was accustomed to occupy his leisure hours by instructing youths in Musketry exercise, had occasion to remonstrate with one of his pupils, who immediately turned to account his knowledge of the use of the butt end of his weapon and inflicted a sharp blow on his instructor's shoulder. One kick from the latter, in the region of the stomach—caused the deceased to expire almost immediately. The offender was equal to the occasion, and directly procured a cork, which he bound tightly round the juveniles' neck, and at the same time, circulated the report that he had committed suicide. The mother of the deceased was informed of the exact circumstances under which her son met with his death, and, although the large amount of \$300 (a fortune to a China-woman) was tendered, as recompense, the same was rejected, and the affair was investigated.

We are informed that on the 14th of this month the Viceroy of Fokien took over charge of the functions of the Governor T'ien, who on that day delivered up the seals of office. The latter, accompanied by his Taiwan troops, is to leave Foochow in a few days for the province of Yunnan, where he will act as viceroy *ad interim*. T'ien had formerly with him in Yunnan, a trusted counsellor, now a medical mandarin in Foochow, who has been provisionally appointed Grain T'ai-tai and entrusted with the duty of transacting business with the Foreign Consuls. We learn that the latter have little cause to rejoice at the appointment of this gentleman, who neither knows nor understands the foreign treaties and who is more prone to complicate than to arrange matters with which he has to deal.—*Herald*.

## SHANGHAI.

The Che-hien, Moh, who has been Magistrate here for about five years, is removed.

The Mixed Court is about to change quarters. A site secured near the Racquet Court was inspected yesterday.

A sale has been made of a piece of land in the Fokien Road at the rate of T's. 5,000 per mow. Ex-Tai-tai H.E. Liu leaves for Tientsin to-day, and a considerable number of Chinese merchants paid their farewell respects to him at the Tai-tai's yamen in the City this morning.

The Tai-tai of Shanghai has charged himself with the representation of China at the Dutch Exhibition by sending the exhibits for the Chinese section.

Training for the Autumn Meeting is actively proceeding; there were about 50 ponies out on the course this morning. We hear that coffee at the Grand Stand is to commence on the 11th prox.

The *Daily News* of this morning publishes a long and interesting letter from a correspondent at Newchwang, giving a detailed account of the maltreatment of Abbe Conraux by some Chinese mandarins at Hsuan-an. The mandarins are said to be really to blame. The use of a revolver by the priest is an unfortunate complication, which will not be easy to explain away.

The three American torpede captains, Fuller, Lee, and Mackenzie, were tried last week at Ningpo, before the U.S. Consul, Mr. Stevens; Dr. Lord, Associate; and the Chi-hien and the Tai-tai's Secretary watching the case. Major Watson, controller of police, was the prosecutor, and the prisoners were charged with brutally assaulting a certain Chinaman named Captain Chang, and thereby endangering the peace of the settlement. The prisoners were convicted, and the judge's summing up occupied fully half an hour, which, our correspondent says, was delivered with great emotion. The prisoners were sentenced to three months' imprisonment in the United States Consular Gaol at Shanghai, and in addition were fined \$100 each. The prisoners were brought up to Shanghai yesterday. It is reported at Ningpo that the U.S. Consul intends to have the Chinese captain prosecuted for the nuisance he committed, and which led to the disturbance.—*Mercury*.

In Hongkong there is a charitable institution known as the Pao Shao-chui. It is mainly supported by subscriptions, and within its walls the sick are cared for, the poor fed, and the naked clothed. The other day a Chinaman conceived the idea that to use the reputation of this institution would be a splendid way to raise a few dollars. He soon collected two dollars on behalf of the institution, but appropriated them to his own use. His plan was detected, and this morning he appeared before Chen, at the Mixed Court. As a warning to others, he was ordered to be caged for one week and placed on exhibition in front of the establishment in Hongkong.

Our Ningpo correspondent briefly writes and informs us that the United States Consul there, Edwin Stevens, Esq., has devoted a great deal of time to the investigation of the charges against Alexander Fuller, Thomas Allen, and William McKenzie, the three American citizens who were implicated in the disturbance that occurred there some time ago, during which a Chinese naval officer was seriously injured. He states that they have each been fined \$100, and sentenced, in addition, to three months' imprisonment. They arrived here yesterday morning in the steamship *Thursin*, and are now inmates of the United States Consular Gaol. We hope, in a few days, to receive further particulars about the trial.—*Courier*.



## TIENTSIN.

[FROM OUR CORRESPONDENT.]

July 17th, 1882.  
The weather has been, since my last, very unsettled; a great quantity of rain has fallen, which has really done good to the parched soil.  
H. B. M. gun-vessel *Moore* arrived last week and is to leave on the 20th for Newchwang, like the *Sheldrake* last year, on a flying visit, as they call it on board.  
I enclose the report for 1881 of the Laoling Medical Mission which has been circulated through the Superintendent, the Revd. J. Innocent. Dr. Stenhouse really deserves to be complimented for the amount of work done by him—*Mercury*.

## HOME NEWS.

We take the following telegraphic items from the *Strait Times*—

LONDON, July 4th.  
Mr. O'Donnell, M.P. for Dungarvan, was suspended for a fortnight, for insulting the Chairman in the House of Commons last Saturday.

ALEXANDRIA, July 5th, midnight.  
Thirty-one thousand of the Egyptian army reserve have been supplied with arms.

CONSTANTINOPLE, July 5th.  
The Conference has decided to invite the Porte to send troops to Egypt.

BOMBAY, July 6th.  
A very important step has been taken for the protection of the Suez Canal. An expeditionary force will be immediately despatched from Bombay for the express purpose of guarding the Canal. This force will consist of 1,800 European and 5,000 Native troops. This includes three Batteries of Artillery and a proportionate number of horses.

For transport purpose 2,000 mules have been collected.  
It is understood that this Indian contingent will hold the line between Suez and Ismailia in the capacity of Canal defenders.

A separate line of railway will most probably be constructed along the course of the Canal from Suez to Port Said; the present railway being left out of calculation.

The Bombay Brigade will be under the command of Colonel O. V. Tanner, C.B., at present Commandant of the 29th N. L., or the 23rd Helioch Regiment stationed at Kurrachee.

At a large parade this morning, His Excellency the Commander-in-Chief congratulated the 14th Native Regiment on being selected for Egypt.

The Madras regiments go to Aden in reserve.  
BOMBAY, July 6th.  
Orders have been issued at the Bombay Dockyard to make all possible preliminary preparations for the despatch of an Indian contingent to Egypt, consisting of 4,000 infantry, 900 cavalry, and two batteries of artillery; Bombay furnishing a brigade consisting of the 72nd Highlanders, one garrison battery and two native regiments, with Colonel Tanner in command.

Large siege trains are preparing at the Agra and Ferozshah arsenals.  
Tenders for tonnage have not yet been issued, and so far only preliminary preparations are being pressed forward, so that when final orders come there shall be no unnecessary delay.

LONDON, July 6th.  
The Premier, in reply to a question in the House of Commons, said there was no intention of asking Parliament for a vote of credit as facts at present did not justify such a step.

July 7th.  
The first Army Corps for Egypt will consist of 35,000 men, England contributing 15,000, and India, Aden and the Mediterranean stations 10,000. It is reported that Sir Garnet Wolseley will be chief in command with Sir Evelyn Wood as chief of his staff.

The Egyptians, replying to Admiral Seymour's ultimatum respecting armaments at Alexandria, have declared that the complaints are groundless. The tension continues.

General Sir Evelyn Wood has been ordered to proceed to Egypt.  
Rear-Admiral Hoskins has been appointed second in command of the fleet at Alexandria. The 47th and 50th Regiments have been ordered to embark for Gibraltar to-morrow.

The Channel Squadron with two British Infantry Regiments will leave Malta for Alexandria to-night.

July 8th.  
The Channel squadron with two regiments of infantry which left Malta last night is ordered to proceed to Cyprus, not to Alexandria.

The Conference on Monday invites Turkish intervention in Egypt. If the proposal is declined a Mixed Occupation is probable.

Admiral Seymour, replying to representations of Councils, said he must carry out his instructions respecting the ultimatum, but promised 24 hours' notice before firing.

Meanwhile the Egyptians have ceased the works on armaments.

July 9th.  
The first battalion of the Berkshire regiment has embarked at Gibraltar for Egypt. The panic at Alexandria continues unabated, although the armaments are not renewed.

ALEXANDRIA, July 9th.  
The Egyptians resuming the armaments, Admiral Seymour has demanded the surrender of the forts in twelve hours.

Arab Pasha has refused to comply with a formal summons of the Sultan to go to Constantinople.

BOMBAY, July 10th.  
The Superintendent of the Eastern Telegraphs Company, Bombay, has placed the following news at our disposal:—"All Europeans have been ordered to quit Suez. The Suez cable is temporarily interrupted."

ALEXANDRIA, July 9th.  
All the foreign consuls are now absent. Mr. Cartwright, the Acting British Consul-General, has notified to the consuls the desirability of summoning their subjects to come aboard within 24 hours.

Admiral Seymour is awaiting instructions before giving the Egyptians final notice before commencing hostilities.

The mails are henceforth to be taken through the Suez Canal.

LONDON, July 10th.  
The autumn manoeuvres have been countermanded.

Admiral Seymour has announced to the Egyptians that he will commence the bombardment of Alexandria at 4 to-morrow (Tuesday) morning. The French fleet will not participate in the bombardment.

The British Consul-General has notified to the Egyptian Government the suspension of friendly relations, and has announced to Derwish Pasha that he holds him responsible for the safety of the Khedive.

July 11th.  
Advices from Alexandria state that the foreign consuls protested against the threatened bombardment. The foreign fleets remain outside the harbour, the British ships alone confronting the forts. There are no signs of yielding ashore.

The Conference is at a standstill pending the result at Alexandria.

Lord Granville, replying to a question in the House of Lords, said that the temporary surrender of the forts at Alexandria was required for the purpose of disarming them.

Mr. Gladstone said the House of Commons would adjourn early and reassemble in October for the discussion of procedure.

Admiral Seymour has prohibited any merchant vessels entering the Suez Canal whilst the bombardment of Alexandria continues. The Suez Canal Company has formally protested against this as being a violation of the neutrality of the Canal.

CONSTANTINOPLE, July 11th.  
Said Pasha has been appointed Grand Vizier. ALEXANDRIA, July 11th.

The bombardment by the British still continues; about 40 have been wounded. The loss on the Egyptian side is heavy.

LONDON, July 11th.  
The latest from Alexandria state that the forts along the sea-front have been silenced. The bombardment of the harbour forts is to be continued to-morrow. A landing party from the ironclad *Invincible* blew up the guns of Fort Mex. The Khedive's palace is laid in ruins.

The Egyptians made a good stand and fought well. Mr. Gladstone said that the Queen has not yet advised the employment of Indian troops in Egypt.

The *Australia* left Aden for Colombo at noon today.

BOMBAY, July 12th, 10-14 a.m.  
A telegram from Alexandria dated 9 o'clock this morning states that the bombardment was vigorously being carried on. Two forts had already been blown up and one silenced, whilst the fire of the others had slackened.

LONDON, July 12th.  
The British loss yesterday was 5 killed and 27 wounded; the Egyptian loss is believed to be heavy. The British ships have been only slightly damaged.

Anxiety prevails as to whether the bombardment is justified by the peculiar circumstances. The Turkish Ambassador in London has urgently demanded the cessation of the bombardment, and has dilated upon the serious consequences likely to result.

The *Times* says that 7,000 of the army reserves will be called upon to replace the unseasoned troops of the first army corps for Egypt.

The bombardment of Alexandria was resumed this morning. The Egyptians last night repaired the damages of some of the forts.

ALEXANDRIA, July 12th, 1 p.m.  
The Egyptians are displaying flags of truce from the forts. Steamers bearing flags of truce are now nearing the British fleet.

LONDON, July 12th, Evening.  
The bombardment of Alexandria has been suspended, pending negotiations going on under a flag of truce.

The Admiralty have authorized merchant vessels to pass the Canal at their own risk.  
CEYLON, July 13th.

Memorandum from Agent P. & O. S. N. Co. to the Editor *Observer*. Copy of telegram just received from Suez (P. & O. Agent)—*Suez*, Aden, entered Canal, Tuesday afternoon, followed by merchant vessels.

BRITISH NAVAL FORCE IN THE EAST.

The following ships of the Mediterranean Squadron are now at Alexandria: *Alexandra*, 12 guns, 671 men; *Superb*, 16, 620; *Thetis*, 8, 534; *Monarch*, 7, 515; *Invincible*, 14, 450; *Impregnable*, 4, 340; *Condor*, 3, 100; *Bittern*, 3, 100; *Albatross*, 4, 75; *Cockatrice*, 2, 70 (Port Said); *Cyclops*, 4, 59; *Cockatrice*, 2, 70 (Gallata); *Helios*, 7, 73; *Ready*, 4, 73 (Suez); and *Dragon*, 6, 139 (Suez).

The ships of the Channel and Reserve squadrons available for immediate service in the East, awaiting further orders, are: Channel Squadron, at Malta—*Minotaur*, 17 guns, 700 men; *Aguila*, 17, 705; *Achilles*, 16, 705; *Northumberland*, 17, 706; *Sultan*, 12, 400; and *Salamis*, 2, 74. The Reserve, at Gibraltar—*Hercules*, 14 guns, 340 men; *Hector*, 18, 327; *Lord Warden*, 18, 327; *Abulbas*, 12, 330; *Warrior*, 32, 340; *Defence*, 16, 307; *Vulcan*, 18, 334; and *Penelope*, 11, 223.

The Detached Squadron, which could easily be placed at the disposal of the Commander-in-Chief in the Mediterranean if required, comprises: *Invincible* (16 guns), *Tourmaline* (12), and *Carysfort* (14).

On June 22nd, the *Bellicose*, guardship (4 guns, 180 men), left Kingston under immediate orders for Portsmouth, preparatory to joining the Mediterranean fleet. The *Hecla*, torpedo store ship, has left for the latter station.

The *Supply*, tank ship, which is provided with powerful pumps, capable of delivering from eighty to 100 tons of water per hour, and was to have gone to Bermuda, is under orders to proceed as soon as possible to the Mediterranean.

MAILS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co.'s steamship *City of Tokio* left San Francisco on the 1st instant, and is due here on or about the 1st August.

THE ENGLISH MAIL.  
The P. & O. S. N. Co.'s steamship *Shannon* left Singapore at 6 p.m. on the 28th instant, and is due here on the 2nd August.

STEAMERS EXPECTED.

The steamer *Strathmore* left Singapore on the 25th instant, and may be expected here on or about the 31st.

The steamer *Vortigern* left Sydney on the 16th instant, and may be looked for here on or about the 13th August.

Post Office.

A MAIL WILL CLOSE  
For Saigon.—Per *Pernambuco*, to-day, the 31st instant, at 5 P.M.

For Hoihow, Pakhoi, and Haiphong.—Per *Salute*, to-day, the 31st instant, at 5 P.M.

For Hoihow and Pakhoi.—Per *Greyhound*, to-day, the 31st instant, at 5 P.M.

For Swatow, Amoy, and Tamsui.—Per *Halilong*, to-morrow, the 1st August, at 11:30 A.M.

For Swatow.—Per *China*, to-morrow, the 1st August, at 11:30 A.M.

For Shanghai.—Per *Ningpo*, to-morrow, the 1st instant, at 11:30 A.M.

For Yokohama.—Per *Lord of the Isles*, to-morrow, the 1st instant, at 3:30 P.M.

For Swatow, Amoy, & Foochow.—Per *Kwangtung*, on Wednesday, the 2nd August, at 11:30 A.M.

For Saigon.—Per *Benledi*, on Wednesday, the 2nd instant, at 3:30 P.M.

For Foochow, Brisbane, Sydney, Melbourne, &c., &c.—Per *Caterpillar*, on Wednesday, the 2nd August, at 3:30 P.M.

For Kobe and Nagasaki.—Per *Sumida Maru*, on Friday, the 4th August, at 3:30 P.M.

For Saigon.—Per *Phanix*, on Friday, the 4th instant, at 3:30 P.M.

For Singapore, Port Darwin, Thursday Island, Cooktown, Townsville, Keppel Bay, Sydney, Melbourne, Adelaide, &c., &c.—Per *Meunim*, on Friday, the 4th August, at 3:30 P.M.

For Nagasaki and Yokohama.—Per *Sumida*, on Saturday, the 5th August, at 11:30 A.M.

## To-day's Advertisements.

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"LORD OF THE ISLES."

Captain Felgate, will be despatched for the above Port, TO-MORROW, the 1st August, at FOUR P.M.

For Freight or Passage, apply to RUSSELL &amp; Co. [538]

HONGKONG, 31st July, 1882.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"LORD OF THE ISLES."

Captain Felgate, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Counter-signature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama, unless notice to the contrary be given before FIVE P.M., TO-DAY, the 31st instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognised.

RUSSELL &amp; Co., Agents. [539]

HONGKONG, 31st July, 1882.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the rate of 5 per cent. or \$3.75 PER SHARE, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held THIS DAY, will be Payable at the HONGKONG AND SHANGHAI BANK on and after TO-MORROW (TUESDAY), the 1st August.

Shareholders are requested to apply at the Office of the Company for Warrants. By Order of the Board of Directors, P. A. DA COSTA, Secretary. [541]

HONGKONG, 31st July, 1882.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on THURSDAY, the 3rd day of August, 1882, at 3 P.M., on the Premises.

By Order of the MORTGAGEE. Firstly.—All that Piece or Parcel of GROUND registered in the Land Office as INLAND LOT No. 341, measuring on the North and South sides 70 feet, on the East in Shelley Street 75 feet, and on the West 75 feet.

Secondly.—All that Piece or Parcel of GROUND registered in the Land Office as REMAINING PORTION OF INLAND LOT No. 342, measuring on the North and South sides 70 feet, East in Shelley Street 36 feet, and on the West 29 feet.

Thirdly.—All that Piece or Parcel of GROUND registered in the Land Office as SECTION E OF INLAND LOT No. 392, measuring on the North and South sides 16 feet and 9 inches, and on the East and West sides 50 feet.

Fourthly.—All that Piece or Parcel of GROUND registered in the Land Office as SECTION D OF INLAND LOT No. 392, measuring on the North and South sides 17 feet and 5 inches, and on the East and West sides 50 feet.

Together with the EIGHT HOUSES erected thereon, viz.—6 HOUSES in Shelley Street, Nos. 15, 17, 19, 21, 23, and 25; and TWO HOUSES in Mosque Street, Nos. 1 and 3.

For Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer, or to STEPHENS &amp; HOLMES, Solicitors for the Mortgagee. [535]

HONGKONG, 31st July, 1882.

PUBLIC AUCTION.

THE Undersigned has been instructed to sell by Public Auction, on SATURDAY, the 5th August, 1882, at 3 P.M., on the Premises.

By Order of the MORTGAGEE. THREE HOUSES in Third Street, Singapore, Nos. 84, 86 and 88. Registered in the LAND OFFICE as SUBSECTION A of SECTION B OF INLAND LOT No. 681. Yearly Crown Rent \$15.60.

For Further Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer. [536]

HONGKONG, 31st July, 1882.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on WEDNESDAY, the 9th August, 1882, at 2 P.M., on the Premises.

By Order of a MORTGAGEE. ALL that PIECE or PARCEL of GROUND registered in the LAND OFFICE as SECTION D OF MARINE LOT No. 28C, measuring on the North and South sides 14 feet and 6 inches, and on the East and West sides 86 feet. Together with the MESSENGERS erected thereon and known as No. 85, Jervois Street, No. 16, Burn Street, Nos. 8 and 10, Cleverly Street.

For Further Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer. [537]

HONGKONG, 31st July, 1882.

AMERICAN NOVELTY COMPANY.

WHOLESALE IMPORTERS

GENERAL PURCHASING AGENTS

FOR EVERY DISCRPTION

OF AMERICAN GOODS.

S. B. LEWIS, Manager. [540]

HONGKONG, 31st July, 1882.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY, Proprietor. [495]

HONGKONG, 24th June, 1881.

HONGKONG, 24th June, 1881.

HONGKONG, 24th June, 1881.

HONGKONG, 24th June, 1881.

## Amusements.

EXPECTED SHORTLY.

RETURN AND FAREWELL VISIT TO HONGKONG.

OF G. CHIARINI'S

ROYAL ITALIAN CIRCUS AND PERFORMING ANIMALS.

THE MOST GIGANTIC AND MOST TREMENDOUS SHOW EVER BROUGHT TO CHINA.



RETURN OF THE GREAT CONFEDERATION OF CIRCUS TALENT.

THE CHAMPION RIDERS.

BEAUTIFUL EQUESTRIENNES, DARING GYMNASTS, CLASSICAL

ATHLETES, JUGGLERS, CONTORTIONISTS, FUNNY CLOWNS,

DIMINUTIVE PONIES,

AND THE

WILD BEASTS.

The Greatest Living Horse Educator,

SIGNOR CHIARINI,

and his Magnificent Horses of World-wide Fame.

THE LEADING STARS OF BOTH HEMISPHERES ARE HERE

ASSEMBLED TOGETHER.

THE ROYAL BENGAL TIGERS!!!

AND

PROF. JOHNSON, THE CELEBRATED WILD BEAST TAMER.

THE ELEPHANTS FROM CEYLON.

THE ZEBRA FROM SOUTHERN AFRICA.

THE BLACK PANTHERS, (MAN-EATERS OF JAVA.)

THE WONDERFUL KANGAROO, (AUSTRALIAN MARSMALP.)

THE CYNOCEPHALUS PORCARIA FROM MADAGASCAR.

THE SACRED BULL FROM BENARES.

THE INDIAN GAZELLE.

THE LIVING OURANG-OUTANG FROM BORNEO.

THE LAMPOON MONKEYS FROM SUMATRA, BORNEO, CELEBES, &amp;c., &amp;c., &amp;c.

IN ADDITION TO WHICH WILL APPEAR THE IMPERIAL SHIMIDZU

JAPANESE TROUPE

(8 IN NUMBER.)

Recently engaged by Signor CHIARINI at an enormous outlay of Money to travel with his already recognised Great Company.

FRANK G. WILSON,

Advance Agent. [519]

HONGKONG, July 24th, 1882.

## Intimations.

HINGKEE'S HOTEL, MACAO.

HINGKEE'S NEW HOTEL ON THE PRAIA GRANDE

(CLOSE TO THE PUBLIC GARDENS) is the Largest Hotel ever opened in Macao.

SPLENDID ACCOMMODATION FOR FAMILIES AND VISITORS.

A First Rate Table; capital attendance; Wines and Spirits of the Best Quality only; and Charges Strictly Moderate.

ENGLISH AND AMERICAN BILLIARDS. [504]

Macao, 15th July, 1882.

IMPORTANT NOTICE.

IN deference to the wishes of a large number of subscribers we have determined to alter MONDAY, July 24th to issue the "HONGKONG TELEGRAPH" SPECIAL ADVERTISEMENT SHEET at NOON instead of as at present. Several important alterations will also be made in the get-up of the sheet. In addition to the usual shipping information all the interesting items of late news, such as telegrams, local occurrences, &amp;c., will be published. A special report of share and other important business up to 11:30 A.M. will appear daily in the SPECIAL ADVERTISEMENT SHEET. Advertisements for the morning sheet, which are inserted without extra charge, must be handed in not later than 11 A.M. The SPECIAL ADVERTISEMENT SHEET is issued GRATIS to all the Mercantile and Shipping Houses, Chinese Hotels, and places of public resort, and is the best and cheapest Advertising Medium in the Colony.

"HONGKONG TELEGRAPH" OFFICE, 6, PEDDAR'S HILL.

Hongkong, 22nd July, 1882.

SUN SHING.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Wares, Curios, &amp;c., &amp;c. The best house in the trade for high class Curios. GOLD and SILVER JEWELRY of the most artistic designs, Engraver on Stamps, Seals, &amp;c., &amp;c. The public and Travellers are invited to inspect the show rooms.

No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG.

Hongkong, 1st May, 1882. [298]

Hongkong, 1st May, 1882.

Hongkong, 1st May, 1882.

Hongkong, 1st May, 1882.

Hongkong, 1st May, 1882.

Hongkong, 1st May, 1882.

Hongkong, 1st May, 1882.

Hongkong, 1st May, 1882.

Hongkong, 1st May,



## Commercial.

## THIS DAY.

Noon.  
The only transaction in the share market that has come to our notice this morning, is a sale of Docks at 47 per cent. premium, being an advance of one point on Saturday's quotation.

4 o'clock p.m.

Nothing further has been done in the sale of shares since noon, the settlements occupying the attention of all connected with the share market.

## SHARES.

Hongkong and Shanghai Bank—127 per cent. premium, sellers.  
Union Insurance Society of Canton—\$1,625 per share, buyers.  
China Traders' Insurance Company—\$1,675 per share, buyers.  
North China Insurance—£1,225 per share, ex. div.  
Canton Insurance Company, Limited—\$80 per share.  
Yangtze Insurance Association—£180 per share.  
Chinese Insurance Company—\$235 per share.  
On Tai Insurance Company, Limited—£150 per share.  
Hongkong Fire Insurance Company—\$985 per share, buyers and sellers.  
China Fire Insurance Company—\$325 per share, buyers and sellers.  
Hongkong and Whampoa Dock Company—47 per cent. premium, sales.  
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share premium, sales and buyers.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$102 per share, ex. div.  
Indo-China Steam Navigation Company, Limited—\$100 per share, premium.  
China Sugar Refining Company, Limited—\$180 per share, buyers.  
China Sugar Refining Company (Debtentures)—3 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$129 per share, buyers.  
Hongkong Ice Company—\$135 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$60 per share.  
Chinese Imperial Loan of 1878—12 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—24 per cent. prem.

## EXCHANGE.

ON LONDON.  
Bank Bills, on demand ..... 3/9  
Bank Bills, at 30 days' sight ..... 3/9 1/2  
Bank Bills, at 4 months' sight ..... 3/9 1/2  
Credits, at 4 months' sight ..... 3/9 1/2  
Documentary Bills, at 4 months' sight ..... 3/9 1/2  
ON PARIS.  
Bank Bills, on demand ..... 4/70  
Credits, at 4 months' sight ..... 4/82  
ON BOMBAY.—Bank, T.T. .... 224 1/2  
ON CALCUTTA.—Bank, T.T. .... 224 1/2  
ON SHANGHAI.  
Bank, sight ..... 73 1/2  
Private, 30 days' sight ..... 73 1/2

## OPPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, \$620  
(Allowance, Fuels 40.)  
OLD MALWA ..... per picul, \$680  
(Allowance, Fuels 24.)  
NEW PAISA (without choice) per chest, \$592 1/2  
New Patna (bottom) ..... per chest, \$595  
Old Patna (without choice) per chest, \$562 1/2  
Old Patna (first choice) ..... per chest, \$565  
Old Patna (second choice) ..... per chest, \$560  
Old Patna (bottom) ..... per chest, \$567 1/2  
NEW BENARES (without choice) per chest, \$555  
NEW BENARES (bottom) ..... per chest, \$557 1/2  
OLD BENARES (without choice) per chest, \$525  
OLD BENARES (bottom) ..... per chest, \$527 1/2  
PRERIAN ..... per picul, \$400

## HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.
Barometer—F.M.	Barometer—F.M.	Barometer—F.M.	Barometer—F.M.	Barometer—F.M.	Barometer—F.M.
Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.
Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.
Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.
Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.	Thermometer—F.M.

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer.	Thermometer.	Wind.	Direction.	Force.	Direction.	Force.	Direction.	Force.	Direction.	Force.
Barometer.	Thermometer.	Wind.	Direction.	Force.	Direction.	Force.	Direction.	Force.	Direction.	Force.
Barometer.	Thermometer.	Wind.	Direction.	Force.	Direction.	Force.	Direction.	Force.	Direction.	Force.
Barometer.	Thermometer.	Wind.	Direction.	Force.	Direction.	Force.	Direction.	Force.	Direction.	Force.
Barometer.	Thermometer.	Wind.	Direction.	Force.	Direction.	Force.	Direction.	Force.	Direction.	Force.
Barometer.	Thermometer.	Wind.	Direction.	Force.	Direction.	Force.	Direction.	Force.	Direction.	Force.

Barometer, level of the sea in inches, tent and hundredths. Thermometer, in Fahrenheit degrees and tent kept in the open air in a shaded situation. Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., N., etc. Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 8 fresh, 8 to 10 strong, 10 to 12 heavy, 12 to 15 violent, 15 to 20 gale, 20 to 25 storm, 25 to 30 hurricane, 30 to 35 typhoon, 35 to 40 cyclone, 40 to 45 hurricane, 45 to 50 typhoon, 50 to 55 cyclone, 55 to 60 hurricane, 60 to 65 typhoon, 65 to 70 cyclone, 70 to 75 hurricane, 75 to 80 typhoon, 80 to 85 cyclone, 85 to 90 hurricane, 90 to 95 typhoon, 95 to 100 cyclone, 100 to 105 hurricane, 105 to 110 typhoon, 110 to 115 cyclone, 115 to 120 hurricane, 120 to 125 typhoon, 125 to 130 cyclone, 130 to 135 hurricane, 135 to 140 typhoon, 140 to 145 cyclone, 145 to 150 hurricane, 150 to 155 typhoon, 155 to 160 cyclone, 160 to 165 hurricane, 165 to 170 typhoon, 170 to 175 cyclone, 175 to 180 hurricane, 180 to 185 typhoon, 185 to 190 cyclone, 190 to 195 hurricane, 195 to 200 typhoon, 200 to 205 cyclone, 205 to 210 hurricane, 210 to 215 typhoon, 215 to 220 cyclone, 220 to 225 hurricane, 225 to 230 typhoon, 230 to 235 cyclone, 235 to 240 hurricane, 240 to 245 typhoon, 245 to 250 cyclone, 250 to 255 hurricane, 255 to 260 typhoon, 260 to 265 cyclone, 265 to 270 hurricane, 270 to 275 typhoon, 275 to 280 cyclone, 280 to 285 hurricane, 285 to 290 typhoon, 290 to 295 cyclone, 295 to 300 hurricane, 300 to 305 typhoon, 305 to 310 cyclone, 310 to 315 hurricane, 315 to 320 typhoon, 320 to 325 cyclone, 325 to 330 hurricane, 330 to 335 typhoon, 335 to 340 cyclone, 340 to 345 hurricane, 345 to 350 typhoon, 350 to 355 cyclone, 355 to 360 hurricane, 360 to 365 typhoon, 365 to 370 cyclone, 370 to 375 hurricane, 375 to 380 typhoon, 380 to 385 cyclone, 385 to 390 hurricane, 390 to 395 typhoon, 395 to 400 cyclone, 400 to 405 hurricane, 405 to 410 typhoon, 410 to 415 cyclone, 415 to 420 hurricane, 420 to 425 typhoon, 425 to 430 cyclone, 430 to 435 hurricane, 435 to 440 typhoon, 440 to 445 cyclone, 445 to 450 hurricane, 450 to 455 typhoon, 455 to 460 cyclone, 460 to 465 hurricane, 465 to 470 typhoon, 470 to 475 cyclone, 475 to 480 hurricane, 480 to 485 typhoon, 485 to 490 cyclone, 490 to 495 hurricane, 495 to 500 typhoon, 500 to 505 cyclone, 505 to 510 hurricane, 510 to 515 typhoon, 515 to 520 cyclone, 520 to 525 hurricane, 525 to 530 typhoon, 530 to 535 cyclone, 535 to 540 hurricane, 540 to 545 typhoon, 545 to 550 cyclone, 550 to 555 hurricane, 555 to 560 typhoon, 560 to 565 cyclone, 565 to 570 hurricane, 570 to 575 typhoon, 575 to 580 cyclone, 580 to 585 hurricane, 585 to 590 typhoon, 590 to 595 cyclone, 595 to 600 hurricane, 600 to 605 typhoon, 605 to 610 cyclone, 610 to 615 hurricane, 615 to 620 typhoon, 620 to 625 cyclone, 625 to 630 hurricane, 630 to 635 typhoon, 635 to 640 cyclone, 640 to 645 hurricane, 645 to 650 typhoon, 650 to 655 cyclone, 655 to 660 hurricane, 660 to 665 typhoon, 665 to 670 cyclone, 670 to 675 hurricane, 675 to 680 typhoon, 680 to 685 cyclone, 685 to 690 hurricane, 690 to 695 typhoon, 695 to 700 cyclone, 700 to 705 hurricane, 705 to 710 typhoon, 710 to 715 cyclone, 715 to 720 hurricane, 720 to 725 typhoon, 725 to 730 cyclone, 730 to 735 hurricane, 735 to 740 typhoon, 740 to 745 cyclone, 745 to 750 hurricane, 750 to 755 typhoon, 755 to 760 cyclone, 760 to 765 hurricane, 765 to 770 typhoon, 770 to 775 cyclone, 775 to 780 hurricane, 780 to 785 typhoon, 785 to 790 cyclone, 790 to 795 hurricane, 795 to 800 typhoon, 800 to 805 cyclone, 805 to 810 hurricane, 810 to 815 typhoon, 815 to 820 cyclone, 820 to 825 hurricane, 825 to 830 typhoon, 830 to 835 cyclone, 835 to 840 hurricane, 840 to 845 typhoon, 845 to 850 cyclone, 850 to 855 hurricane, 855 to 860 typhoon, 860 to 865 cyclone, 865 to 870 hurricane, 870 to 875 typhoon, 875 to 880 cyclone, 880 to 885 hurricane, 885 to 890 typhoon, 890 to 895 cyclone, 895 to 900 hurricane, 900 to 905 typhoon, 905 to 910 cyclone, 910 to 915 hurricane, 915 to 920 typhoon, 920 to 925 cyclone, 925 to 930 hurricane, 930 to 935 typhoon, 935 to 940 cyclone, 940 to 945 hurricane, 945 to 950 typhoon, 950 to 955 cyclone, 955 to 960 hurricane, 960 to 965 typhoon, 965 to 970 cyclone, 970 to 975 hurricane, 975 to 980 typhoon, 980 to 985 cyclone, 985 to 990 hurricane, 990 to 995 typhoon, 995 to 1000 cyclone, 1000 to 1005 hurricane, 1005 to 1010 typhoon, 1010 to 1015 cyclone, 1015 to 1020 hurricane, 1020 to 1025 typhoon, 1025 to 1030 cyclone, 1030 to 1035 hurricane, 1035 to 1040 typhoon, 1040 to 1045 cyclone, 1045 to 1050 hurricane, 1050 to 1055 typhoon, 1055 to 1060 cyclone, 1060 to 1065 hurricane, 1065 to 1070 typhoon, 1070 to 1075 cyclone, 1075 to 1080 hurricane, 1080 to 1085 typhoon, 1085 to 1090 cyclone, 1090 to 1095 hurricane, 1095 to 1100 typhoon, 1100 to 1105 cyclone, 1105 to 1110 hurricane, 1110 to 1115 typhoon, 1115 to 1120 cyclone, 1120 to 1125 hurricane, 1125 to 1130 typhoon, 1130 to 1135 cyclone, 1135 to 1140 hurricane, 1140 to 1145 typhoon, 1145 to 1150 cyclone, 1150 to 1155 hurricane, 1155 to 1160 typhoon, 1160 to 1165 cyclone, 1165 to 1170 hurricane, 1170 to 1175 typhoon, 1175 to 1180 cyclone, 1180 to 1185 hurricane, 1185 to 1190 typhoon, 1190 to 1195 cyclone, 1195 to 1200 hurricane, 1200 to 1205 typhoon, 1205 to 1210 cyclone, 1210 to 1215 hurricane, 1215 to 1220 typhoon, 1220 to 1225 cyclone, 1225 to 1230 hurricane, 1230 to 1235 typhoon, 1235 to 1240 cyclone, 1240 to 1245 hurricane, 1245 to 1250 typhoon, 1250 to 1255 cyclone, 1255 to 1260 hurricane, 1260 to 1265 typhoon, 1265 to 1270 cyclone, 1270 to 1275 hurricane, 1275 to 1280 typhoon, 1280 to 1285 cyclone, 1285 to 1290 hurricane, 1290 to 1295 typhoon, 1295 to 1300 cyclone, 1300 to 1305 hurricane, 1305 to 1310 typhoon, 1310 to 1315 cyclone, 1315 to 1320 hurricane, 1320 to 1325 typhoon, 1325 to 1330 cyclone, 1330 to 1335 hurricane, 1335 to 1340 typhoon, 1340 to 1345 cyclone, 1345 to 1350 hurricane, 1350 to 1355 typhoon, 1355 to 1360 cyclone, 1360 to 1365 hurricane, 1365 to 1370 typhoon, 1370 to 1375 cyclone, 1375 to 1380 hurricane, 1380 to 1385 typhoon, 1385 to 1390 cyclone, 1390 to 1395 hurricane, 1395 to 1400 typhoon, 1400 to 1405 cyclone, 1405 to 1410 hurricane, 1410 to 1415 typhoon, 1415 to 1420 cyclone, 1420 to 1425 hurricane, 1425 to 1430 typhoon, 1430 to 1435 cyclone, 1435 to 1440 hurricane, 1440 to 1445 typhoon, 1445 to 1450 cyclone, 1450 to 1455 hurricane, 1455 to 1460 typhoon, 1460 to 1465 cyclone, 1465 to 1470 hurricane, 1470 to 1475 typhoon, 1475 to 1480 cyclone, 1480 to 1485 hurricane, 1485 to 1490 typhoon, 1490 to 1495 cyclone, 1495 to 1500 hurricane, 1500 to 1505 typhoon, 1505 to 1510 cyclone, 1510 to 1515 hurricane, 1515 to 1520 typhoon, 1520 to 1525 cyclone, 1525 to 1530 hurricane, 1530 to 1535 typhoon, 1535 to 1540 cyclone, 1540 to 1545 hurricane, 1545 to 1550 typhoon, 1550 to 1555 cyclone, 1555 to 1560 hurricane, 1560 to 1565 typhoon, 1565 to 1570 cyclone, 1570 to 1575 hurricane, 1575 to 1580 typhoon, 1580 to 1585 cyclone, 1585 to 1590 hurricane, 1590 to 1595 typhoon, 1595 to 1600 cyclone, 1600 to 1605 hurricane, 1605 to 1610 typhoon, 1610 to 1615 cyclone, 1615 to 1620 hurricane, 1620 to 1625 typhoon, 1625 to 1630 cyclone, 1630 to 1635 hurricane, 1635 to 1640 typhoon, 1640 to 1645 cyclone, 1645 to 1650 hurricane, 1650 to 1655 typhoon, 1655 to 1660 cyclone, 1660 to 1665 hurricane, 1665 to 1670 typhoon, 1670 to 1675 cyclone, 1675 to 1680 hurricane, 1680 to 1685 typhoon, 1685 to 1690 cyclone, 1690 to 1695 hurricane, 1695 to 1700 typhoon, 1700 to 1705 cyclone, 1705 to 1710 hurricane, 1710 to 1715 typhoon, 1715 to 1720 cyclone, 1720 to 1725 hurricane, 1725 to 1730 typhoon, 1730 to 1735 cyclone, 1735 to 1740 hurricane, 1740 to 1745 typhoon, 1745 to 1750 cyclone, 1750 to 1755 hurricane, 1755 to 1760 typhoon, 1760 to 1765 cyclone, 1765 to 1770 hurricane, 1770 to 1775 typhoon, 1775 to 1780 cyclone, 1780 to 1785 hurricane, 1785 to 1790 typhoon, 1790 to 1795 cyclone, 1795 to 1800 hurricane, 1800 to 1805 typhoon, 1805 to 1810 cyclone, 1810 to 1815 hurricane, 1815 to 1820 typhoon, 1820 to 1825 cyclone, 1825 to 1830 hurricane, 1830 to 1835 typhoon, 1835 to 1840 cyclone, 1840 to 1845 hurricane, 1845 to 1850 typhoon, 1850 to 1855 cyclone, 1855 to 1860 hurricane, 1860 to 1865 typhoon, 1865 to 1870 cyclone, 1870 to 1875 hurricane, 1875 to 1880 typhoon, 1880 to 1885 cyclone, 1885 to 1890 hurricane, 1890 to 1895 typhoon, 1895 to 1900 cyclone, 1900 to 1905 hurricane, 1905 to 1910 typhoon, 1910 to 1915 cyclone, 1915 to 1920 hurricane, 1920 to 1925 typhoon, 1925 to 1930 cyclone, 1930 to 1935 hurricane, 1935 to 1940 typhoon, 1940 to 1945 cyclone, 1945 to 1950 hurricane, 1950 to 1955 typhoon, 1955 to 1960 cyclone, 1960 to 1965 hurricane, 1965 to 1970 typhoon, 1970 to 1975 cyclone, 1975 to 1980 hurricane, 1980 to 1985 typhoon, 1985 to 1990 cyclone, 1990 to 1995 hurricane, 1995 to 2000 typhoon, 2000 to 2005 cyclone, 2005 to 2010 hurricane, 2010 to 2015 typhoon, 2015 to 2020 cyclone, 2020 to 2025 hurricane, 2025 to 2030 typhoon, 2030 to 2035 cyclone, 2035 to 2040 hurricane, 2040 to 2045 typhoon, 2045 to 2050 cyclone, 2050 to 2055 hurricane, 2055 to 2060 typhoon, 2060 to 2065 cyclone, 2065 to 2070 hurricane, 2070 to 2075 typhoon, 2075 to 2080 cyclone, 2080 to 2085 hurricane, 2085 to 2090 typhoon, 2090 to 2095 cyclone, 2095 to 2100 hurricane, 2100 to 2105 typhoon, 2105 to 2110 cyclone, 2110 to 2115 hurricane, 2115 to 2120 typhoon, 2120 to 2125 cyclone, 2125 to 2130 hurricane, 2130 to 2135 typhoon, 2135 to 2140 cyclone, 2140 to 2145 hurricane, 2145 to 2150 typhoon, 2150 to 2155 cyclone, 2155 to 2160 hurricane, 2160 to 2165 typhoon, 2165 to 2170 cyclone, 2170 to 2175 hurricane, 2175 to 2180 typhoon, 2180 to 2185 cyclone, 2185 to 2190 hurricane, 2190 to 2195 typhoon, 2195 to 2200 cyclone, 2200 to 2205 hurricane, 2205 to 2210 typhoon, 2210 to 2215 cyclone, 2215 to 2220 hurricane, 2220 to 2225 typhoon, 2225 to 2230 cyclone, 2230 to 2235 hurricane, 2235 to 2240 typhoon, 2240 to 2245 cyclone, 2245 to 2250 hurricane, 2250 to 2255 typhoon, 2255 to 2260 cyclone, 2260 to 2265 hurricane, 2265 to 2270 typhoon, 2270 to 2275 cyclone, 2275 to 2280 hurricane, 2280 to 2285 typhoon, 2285 to 2290 cyclone, 2290 to 2295 hurricane, 2295 to 2300 typhoon, 2300 to 2305 cyclone, 2305 to 2310 hurricane, 2310 to 2315 typhoon, 2315 to 2320 cyclone, 2320 to 2325 hurricane, 2325 to 2330 typhoon, 2330 to 2335 cyclone, 2335 to 2340 hurricane, 2340 to 2345 typhoon, 2345 to 2350 cyclone, 2350 to 2355 hurricane, 2355 to 2360 typhoon, 2360 to 2365 cyclone, 2365 to 2370 hurricane, 2370 to 2375 typhoon, 2375 to 2380 cyclone, 2380 to 2385 hurricane, 2385 to 2390 typhoon, 2390 to 2395 cyclone, 2395 to 2400 hurricane, 2400 to 2405 typhoon, 2405 to 2410 cyclone, 2410 to 2415 hurricane, 2415 to 2420 typhoon, 2420 to 2425 cyclone, 2425 to 2430 hurricane, 2430 to 2435 typhoon, 2435 to 2440 cyclone, 2440 to 2445 hurricane, 2445 to 2450 typhoon, 2450 to 2455 cyclone, 2455 to 2460 hurricane, 2460 to 2465 typhoon, 2465 to 2470 cyclone, 2470 to 2475 hurricane, 2475 to 2480 typhoon, 2480 to 2485 cyclone, 2485 to 2490 hurricane, 2490 to 2495 typhoon, 2495 to 2500 cyclone, 2500 to 2505 hurricane, 2505 to 2510 typhoon, 2510 to 2515 cyclone, 2515 to 2520 hurricane, 2520 to 2525 typhoon, 2525 to 2530 cyclone, 2530 to 2535 hurricane, 2535 to 2540 typhoon, 2540 to 2545 cyclone, 2545 to 2550 hurricane, 2550 to 2555 typhoon, 2555 to 2560 cyclone, 2560 to 2565 hurricane, 2565 to 2570 typhoon, 2570 to 2575 cyclone, 2575 to 2580 hurricane, 2580 to 2585 typhoon, 2585 to 2590 cyclone, 2590 to 2595 hurricane, 2595 to 2600 typhoon, 2600 to 2605 cyclone, 2605 to 2610 hurricane, 2610 to 2615 typhoon, 2615 to 2620 cyclone, 2620 to 2625 hurricane, 2625 to 2630 typhoon, 2630 to 2635 cyclone, 2635 to 2640 hurricane, 2640 to 2645 typhoon, 2645 to 2650 cyclone, 2650 to 2655 hurricane, 2655 to 2660 typhoon, 2660 to 2665 cyclone, 2665 to 2670 hurricane, 2670 to 2675 typhoon, 2675 to 2680 cyclone, 2680 to 2685 hurricane, 2685 to 2690 typhoon, 2690 to 2695 cyclone, 2695 to 2700 hurricane, 2700 to 2705 typhoon, 2705 to 2710 cyclone, 2710 to 2715 hurricane, 2715 to 2720 typhoon, 2720 to 2725 cyclone, 2725 to 2730 hurricane, 2730 to 2735 typhoon, 2735 to 2740 cyclone, 2740 to 2745 hurricane, 2745 to 2750 typhoon, 2750 to 2755 cyclone, 2755 to 2760 hurricane, 2760 to 2765 typhoon, 2765 to 2770 cyclone, 2770 to 2775 hurricane, 2775 to 2780 typhoon, 2780 to 2785 cyclone, 2785 to 2790 hurricane, 2790 to 2795 typhoon, 2795 to 2800 cyclone, 2800 to 2805 hurricane, 2805 to 2810 typhoon, 2810 to 2815 cyclone, 2815 to 2820 hurricane, 2820 to 2825 typhoon, 2825 to 2830 cyclone, 2830 to 2835 hurricane, 2835 to 2840 typhoon, 2840 to 2845 cyclone, 2845 to 2850 hurricane, 2850 to 2855 typhoon, 2855 to 2860 cyclone, 2860 to 2865 hurricane, 2865 to 2870 typhoon, 2870 to 2875 cyclone, 2875 to 2880 hurricane, 2880 to 2885 typhoon, 2885 to 2890 cyclone, 2890 to 2895 hurricane, 2895 to 2900 typhoon, 2900 to 2905 cyclone, 2905 to 2910 hurricane, 2910 to 2915 typhoon, 2915 to 2920 cyclone, 2920 to 2925 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